

GOING EASY ON INDIVIDUALS

GOVERNMENT AFRAID IT WON'T HAVE CLEAR CASES.

Violations of Anti-Trust Laws Can Be Proved Against Corporations and Their Minor Servants, but Department of Justice Wants to Get Those Higher Up.

WASHINGTON, Aug. 8.—The criminal prosecution of individuals who are charged with violations of the anti-trust laws is the avowed policy of the Administration. The decision to begin a prosecution in any particular case will depend, however, strictly on the reasonable expectation that a conviction will result. The activity of the Administration in instituting suits against some of the largest corporations in the country and the infrequent prosecutions of individuals naturally have caused comment. It is frequently asked whether the Government will not pursue a more aggressive policy toward officers of corporations who are deemed responsible for infractions of the law.

The answer to such inquiry is that the President and the Department of Justice are in favor of the most vigorous measures against officers of lawbreaking corporations. But it is freely confessed that it is much less difficult to prove that violations must be proved than to punish the corporations for these unlawful acts than it is to fix the responsibility upon a particular officer or employee.

In discussing this question as long ago as last winter Attorney-General Bonaparte said to THE SUN correspondent that it was comparatively easy in certain cases to convict a minor employee of immediate responsibility for infractions of the anti-trust law by great corporations. He added that there was little satisfaction in punishing clerks or minor officers when it was obvious that their orders came from higher up. The punishment of the minors, the Attorney-General believed then, would not reach the root of the evil.

Mr. Bonaparte is quoted as having said more recently that the Department of Justice would like to put several high officers of corporations in jail, believing that the effect of such punishment would accomplish much more than the punishment of the corporations as such. This has all along been understood to be the policy of the Administration. The Attorney-General is also quoted as saying that it is difficult to see how a lawbreaking corporation can be adjudged guilty and the president of the corporation declared innocent.

His predecessor in office, Mr. Moody, argued quite the contrary in the case of the Atchafalaya. Paul Morton, who was president of the corporation at the time of the violation of the anti-trust law, in that case it was found by the court in effect that the corporation was guilty, but that the officers were not.

With the Atchafalaya case in mind, the Department of Justice is naturally not very much encouraged to believe that the criminal prosecution of officers of lawbreaking corporations will succeed, unless the strongest evidence of the most specific kind is introduced in court by Government counsel. The Government inquirers admit that it is next to impossible to secure such evidence in the great majority of cases.

That is why the Government is so much interested in the case of the Standard Oil Company. The Government inquirers admit that it is next to impossible to secure such evidence in the great majority of cases. That is why the Government is so much interested in the case of the Standard Oil Company. The Government inquirers admit that it is next to impossible to secure such evidence in the great majority of cases.

Acting Attorney-General Russell made the following statement to-day:

I am daily answering inquiries which indicate that all kinds of unfounded rumors are about investigations and prosecutions by this Department. Fortunately or unfortunately, the Department is unable to do much more work as it is supposed to be doing. I understand that some of these rumors have been started by Judge Landis's fine and troubles between the railroads and the States in Michigan, Alabama and elsewhere, particularly over State laws reducing rates.

So far as the fine is concerned it may have operated to convince investors that such part of their dividends as come from rebating and other illegal practices will be less certain in the future. As to the rebating, it is a matter of course, I understand that some of these rumors have been started by Judge Landis's fine and troubles between the railroads and the States in Michigan, Alabama and elsewhere, particularly over State laws reducing rates.

It will doubtless be the policy of this Department to aid in the speedy determination of all the questions involved in the railroad rebating controversy by the Supreme Court, and in that high tribunal the rights of all will be safe and soon settled. When the Department shall have continued a while longer enforcing the laws against rebating and restraining and monopolies of trade, the result cannot fail to be a sounder and less tainted prosperity.

STANDARD OIL CO. APPEALS.

Judge Grosscup Will Hear Plea for Relief From His Fine To-day.

CHICAGO, Aug. 8.—Attorneys for the Standard Oil Company to-day went before Judge Peter S. Grosscup of the United States Circuit Court of Appeals and asked a hearing on a motion for a writ of error and supersedeas. Moritz Rosenthal, special counsel for the Standard Oil Company, and Merritt Starr, associate of John S. Miller, chief counsel for the oil company, were waiting in Judge Grosscup's court for the motion for a writ of error and supersedeas. Moritz Rosenthal, special counsel for the Standard Oil Company, and Merritt Starr, associate of John S. Miller, chief counsel for the oil company, were waiting in Judge Grosscup's court for the motion for a writ of error and supersedeas.

Mr. Childs and Assistant District Attorney Harry Parkins, Francis Hanochet and Len Small called the oil attorneys aside and protested against the hasty action in the absence of the Government's principal attorneys. An appeal was made to Judge Grosscup and the traction hearing before the court was interrupted while the attorneys were called before the bar.

They have a petition for a writ of error and supersedeas, but I understand the District Attorney probably will return to Chicago to be present when the motion is heard. The Government was resting secure in the belief that no action would be taken on the appeal for ten days following the \$29,000 fine.

Judge K. M. Landis also is absent and the sudden move of the oil attorneys was unexpected.

The drawing of indictments to be presented to the new Grand Jury, which will be organized by the District Attorney to-day by the District Attorney's office. The Chicago and Alton is not the only carrier whose relations with the Standard Oil Company are being investigated, according to reports in Government circles. Efforts will be made to obtain the indictment of a number of officials of various railroads, and probably of the oil corporation.

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CENTRAL AMERICAN PEACE.

Convention to Agree on Plan May Soon Be Called.

WASHINGTON, Aug. 8.—The question of calling a convention of the Central American States to agree on a plan for permanent peace was again the subject of a conference of the State Department to-day. The representatives of nearly all of the Central American republics called on Acting Secretary Bacon, and at the conclusion of the interview the majority of them expressed the hope that a treaty would be signed within the next few months for permanent peace.

The stumbling block thus far has seemed to be the reluctance of any one of the Central American States to take the initiative in calling such a convention. The United States and Mexico are anxious to have such a convention, but the fact that these Powers probably will stand behind the new treaty to exert their joint influence for its enforcement makes it indicate for the diplomatic representatives of either to take the initiative in the matter.

TROLLEY CARS HIT HEAD ON.

Motorman's Legs Cut Off and Several Other Persons Hurt Near Valley Stream.

VALLEY STREAM, L. I., Aug. 8.—In a head on collision of two cars of the New York and Long Island Traction Company to-day both legs of J. A. R. Vanderweip, a motorman, were cut off and several other persons were slightly injured. Vanderweip was running a work car, and James Van Nostrand, assistant superintendent, was on board.

They reported their car at Lynbrook and were ordered to proceed to Valley Stream. As they were approaching the incline over the Hempstead branch of the Long Island Railroad they saw another car coming down the incline at a high rate of speed. The cars were but a short distance apart then, a double curve having obscured each from the other. Both motormen set their brakes and before they could jump the cars hit.

Van Nostrand jumped, but he landed against a wire pole and his back was wrenched. Motorman George Seeley had time to step back into his car and escaped with a few slight bruises and cuts. Vanderweip was caught between the two cars, both legs were cut clean off and he suffered serious internal injuries.

An ambulance took Vanderweip to St. Mary's Hospital, Jamaica. It was the opinion of the attending physicians that he would not live. Of the passengers Alfred R. Roberts, a night policeman of Rockville Centre, and Mrs. Mary A. Wright of 2012 Atlantic avenue, Brooklyn, were also injured.

Vanderweip, who is a Swede and apparently about 35 years old, is a single man living at Hempstead. He has been in the employ of the railroad for many years. The regular motorman of the work car was off duty. Responsibility for the accident has not been fixed.

PERCY M. RAYMOND HURT.

Advertising Agent Falls Five Stories Through Elevator Shaft.

PERCY M. Raymond, an advertising agent, fell five stories down an elevator shaft in the Metropolitan Life Building last evening. He is in Bellevue Hospital with his skull, jaw and left leg broken and internal injuries.

Raymond left his office at 7 o'clock to go home. It was dark around the elevator cage and after pressing the button he leaned against what he supposed was the door. He was opened up by a matter of inches. When Dr. Kearns got there from Bellevue Hospital Raymond was just conscious enough to explain what had happened.

He was taken to the Metropolitan Life Building, eighty-sixth street and Broadway. He is a brother of Philip L. Raymond, president of the Raymond Transfer Company.

DR. CADWALADER'S WILL FILED.

Brief Document Leaves All to His Wife—Relative May Contest.

PHILADELPHIA, Pa., Aug. 8.—The will of Dr. Charles E. Cadwalader was filed for probate this afternoon. The will, which is very brief, leaves everything to the widow and names her as sole executrix.

A contest to follow it will hinge on the validity of a trust agreement executed by the physician prior to his marriage to his housekeeper. At that time Dr. Cadwalader executed a trust agreement by which he turned over to her a sum of money for the support of his wife and children. Under the agreement he was to receive the income for life and at his death the estate was to go to the children of John Cadwalader.

Dr. Cadwalader is now in Maine, and at his law office no one will talk as to the possibility of coming litigation.

PHILLIPS RENOMINATED IN ALLEGANY.

Assemblyman Renominated in Allegany County.

BUFFALO, N. Y., Aug. 8.—The Republican convention of Allegany county was held here to-day. All the present county officials were renominated. Assemblyman Jesse E. Phillips was renominated for the Assembly for the eighth consecutive time.

THE WEATHER.

An area of high pressure center over the Lake region and another in the Gulf caused generally fair weather to prevail all the country east of the Mississippi yesterday. In the Rocky Mountain States the pressure was falling.

R. R. COMPROMISE IN ALABAMA

LAW QUESTIONS WILL GO TO THE U. S. SUPREME COURT.

State Hosts Southern Railway's License and Railway Accepts New Rate Laws—North Carolina Roads Put into Effect New Reduced Rates Within the State.

MONTGOMERY, Ala., Aug. 8.—The State of Alabama and the Southern Railway have made peace. An agreement was reached to-night by which the revoked license of the company will be restored, in return for which the railroad will accept the recent acts of the Legislature providing for 25 cent passenger fares and published rates on 110 commodities of general use in the State.

The State having been enjoined from enforcing the laws by order of the Federal court, an order will be asked suspending the restraint to allow the agreement to hold. The agreement is to continue pending final adjudication by the Supreme Court of the United States of the case now pending in the Federal court.

The railroad took the view that it was best to compromise and save trouble. A fight would have meant annoyance, loss of friends and prestige and the stoppage of business in the State.

At Asheville, N. C., Aug. 8.—The new passenger rate of two and a quarter cents a mile went into effect to-day, but applies to points in North Carolina only. Tickets from points outside the State are sold at the old rate of three and a fourth cents a mile, as it is claimed that it is necessary to do this in order not to discriminate in favor of North Carolina and against other States having a higher rate.

In order to get around this old rate from points in the State to points outside it is necessary to buy tickets to the State house-dary line and pay fare on the train for the remaining distance. Passengers are notified, however, that fares collected on trains are at a higher rate.

The new rate does away with second class fares. The new rate will force the railroads to discontinue some of their trains, but a strong effort will be made to induce the railroads not to cut off any trains until the new rate has a chance to be tested.

It developed to-day that the railroads had their new tariff schedule ready July 1, the same time that they prepared the debate coupons to be used under the Federal court restraining order, and were ready for either alternative at that time: to maintain the old rate with the coupon if Judge Pritchard continued the injunction, or to put into effect the two and one-fourth cents rate if Judge Pritchard should dismiss the injunction.

The railroads have made complete schedules with the Corporation Commission. A conference between Gov. Glenn, the Corporation Commission, and the managers of the railroads is to be held to-morrow with reference to discriminations that are complained of in favor of Virginia cities and against North Carolina points.

The Louisville and Nashville Railway is preparing to discontinue all business in North Carolina as a result of the new passenger rate law. The Louisville and Nashville operates only a few miles of track in this State, from Murphy to the Georgia State line, but this complete means a serious blow, as it cuts off the Murphy section from all railway facilities.

Extensive improvements were recently being made by the Louisville and Nashville around Murphy, including a bridge over the Hiwassee River. All these improvements have been abandoned and the machinery has been moved to North Carolina and over into Georgia. All Louisville and Nashville freight cars have been moved out of the State into Georgia.

NEW CHICAGO TRACTION PLAN.

Revised Reorganization Scheme Announced by Arbitrators.

CHICAGO, Aug. 8.—The revised reorganization plan which is to transform the financial tangle of the Union Traction Company and its underlying interests into a unified system with a single basis was announced by Judge Grosscup and Prof. Gray, the arbitrators, this morning.

A cut of nearly \$1,000,000 was made in the consolidated mortgage bond issue, with a compensating increase in interest drawing ability from 1 to 2 per cent on the collateral. The bonds were to be sold at 95 per cent and made in participation certificates from which the North and West street stock and a portion of the stock of the North City and West City street railways were to be taken.

The modifications in the original plan, prepared by Attorney Knapp and Wickesham, acting for the Chicago Railways Company, were announced as follows: The issue of the first mortgage 5 per cent gold bonds for \$1,000,000 was to be reduced to \$800,000, and the second mortgage 6 per cent bonds were to be divided among the bondholders on the basis of the present valuation of the lines, were reduced from \$27,000,000 to \$21,000,000. The bonds were to be sold at 95 per cent and made in participation certificates from which the North and West street stock and a portion of the stock of the North City and West City street railways were to be taken.

The bonds to be exchanged for West Division stock were reduced from \$1,249,000 to \$999,000. The participation certificates of series A are to be divided, three-quarters to the North and West street stock and the remaining 25 per cent, as follows: North City, 7 per cent; West Division, 16 per cent; and Chicago Passenger, 2 per cent.

The total securities to be issued under the revised plan aggregated nearly \$100,000,000. To-morrow morning, sitting as Judge of the United States Circuit Court, Judge Grosscup will hand down his decision on the petition to take the properties from the receivers and turn them over to the Chicago Railway Company.

ENGINE TAKES THE THIRD RAIL.

Causing Some Commotion in Central Yards and Much Growing by Computers.

Switch engine 1033, bumping along in the New York Central yards at Fifty-sixth street yesterday afternoon, jumped the track and keeled over onto the third rail. Engineer Garretty gathered up the engine, Leary, fireman, jumped and sprained his wrist.

Blue flames began spouting up from the rail. Somebody who saw them and heard the maimed engine snorting, telephoned the police that a big wreck was on, and presently Sgt. Donovan came clanging along at the head of the East Fifty-third street reserve. Having secured the crowd that had come to look, the police went back.

COREY CLIMBS 37 FLIGHTS.

Tenants of Empire Building Inconvenienced by Strike of Elevator Men.

The tenants of the Empire Building had a trying time yesterday because sixteen of the elevators in the building, but after having failed to obtain more pay and shorter hours from Frederick Potter, the managing trustee of the O. B. Potter estate, which owns the building.

The men have been getting \$55 a month and have been working, they say, ten and a half hours a day. They wanted \$5 more a month for a work day of nine and a half hours, which they declared was the prevailing rate in other large buildings.

A delegation headed by Harry McKenna, an assistant starter, called on Mr. Potter on Wednesday to present the demands. Mr. Potter told them that he was paying the prevailing rate and that if they didn't like their jobs they could quit. Then they asked for shorter hours. They got the same answer. A delegation was sent to him yesterday morning and got no satisfaction and the men walked out.

The elevators in the building are not easy to run because of an automatic stop that only one other building has. Assistant Starter Ring manned one elevator and Chief Starter Steinhardt another. Lines of tenants were formed by the police and those of the tenants who didn't care to climb had to wait a long time to reach their offices. Finally two new men were hired and an assistant engineer was pressed into service, and by the middle of the afternoon five out of the ten elevators were in commission.

All the cars were run on local cars. Mr. Potter and Supt. Cox stood in the corridors practically all day assuring the tenants that there would be no compromise and that the elevators would be running all right by to-day probably. The strikers stood outside the building. In the afternoon they were called in and paid off.

Hundreds of tenants had to walk up. It was hot work. Among those who climbed to the eighteenth floor was William E. Corey, president of the United States Steel Corporation. Murray Guggenheim and his brother, United States Senator Guggenheim, also toiled up the stairs. Many of the stock houses were seriously inconvenienced in the matter of quick deliveries, and several of them made arrangements for clearances in offices where elevators were running.

POSTMASTER HELD FOR FORGERY.

Town Officials' Names and Seal Said to Have Been Used by G. M. Lanning.

Charged with having forged two promissory notes aggregating \$11,000, George M. Lanning, 53 years old, president of the board of education and postmaster of the borough of Flushing Park, Morris county, N. J., is locked up in the Newark police headquarters. He was taken into custody yesterday by Detective Sergeant Joseph Fagan, after John W. Crooks, secretary and treasurer of the Federal Trust Company, had written Lanning asking him to call at the bank.

Lanning is alleged to have forged the names of Carmot P. Meeker, president, and Howard Young, clerk of the borough, to the paper also to have forged the seal of the municipality. One of the notes is for \$6,000 and the other for \$5,000. They were discounted by the Federal Trust Company about two years ago.

It is said that Lanning received the money with the understanding that it was to be used for new schools and for the general work of the board of education. The officers of the trust company in going over their securities recently decided for some reason to investigate the two notes, as there was a question as to their genuineness.

Lanning has a personal account at the bank that more than covers the alleged forgery and it is said the company is practically indemnified against loss.

ALL IN THE FAMILY.

E. R. Rogers Weds Stenographer—Her Brother Weds Rogers' Former Wife.

It was announced in Newark yesterday that Mrs. Lillian R. Rogers, who was divorced from her husband, Ernest R. Rogers, last April, was to marry John M. Sweeney, who was named as co-defendant in the Rogers petition. The marriage was performed in Hoboken last Monday by Justice of the Peace George F. Seymour. The couple are living at 30 Wakeman avenue, Newark.

Two weeks ago the announcement was made of the marriage of Rogers to Miss Gladys Sweeney, a sister of the divorced Rogers. Rogers' former wife. They were married by the Rev. W. T. Sherman Lumber, pastor of the Mount Pleasant Baptist Church, who is now living at 97 Peabody place, Newark.

Rogers was superintendent and manager of the De Witt Works in Belleville, N. J., which his sister has been running since his divorce. Sweeney was Rogers' confidential man. Miss Sweeney was a stenographer in the office of the works.

On September 1, 1906, Rogers found Sweeney and the former Mrs. Rogers in a Broadway street, Newark, dining room alone. Rogers thrashed Sweeney and the affair was taken to the courts. After that Rogers filed his petition for divorce.

Since the revelation of the divorce suit Mr. Rogers has been forced to sever his connection with the Belleville company.

A NEW ELECTRICAL MARVEL.

Company Formed to Install Wonderful Batteries Invented by Milwaukee Chemist.

MILWAUKEE, Aug. 8.—A company has been formed here to install the new batteries which will provide electric light, heat and power at astonishing prices. A house can be fitted up for \$200 it is declared, and the company will retain \$175 of this amount as profit.

Frank C. Curtis, a local chemist, has discovered a chemical compound which, used in a new style of battery, develops great power. The device has been in use on the Northwestern railway for three months and in cars of the Pullman company for the same time and will be installed on all cars of these companies.

MORE RUSSIAN STOWAWAYS.

Find That Bribes Work on the Steamship Petersburg.

The steamship Petersburg of the Russian volunteer fleet is in more trouble with the immigration authorities. An immigration inspector found nine stowaways—including three women—aboard her and sent them to Ellis Island. They had paid money to members of the ship's crew for the privilege of sneaking in. One of the stowaways was a woman more than 60 years of age. All hands are Russians and have diseases that would have excluded them if they had been caught by the immigration authorities. Commissioner Watchorn says it is up to the foreign Governments to have officials at the points of embarkation to see that undesirable aliens are not smuggled aboard liners.

ADRIATIC COMES IN FULL UP.

DOCTOR GETS A WIRELESS MESSAGE THAT CAUSES HIM PAIN.

Every berth in the saloon and second cabin of the White Star colossus Adriatic, yesterday from Southampton, Cherbourg and Queenstown, was occupied. Among the distinguished foreign and American voyagers were the Right Hon. Christopher Poles, Lord Chief Baron of Exchequer in Ireland, who was accompanied by M. J. Bourke, King's Counsel; Miss Helen Miller Gould, Clyde Fitch, the playwright; Miss Joan T. Redd, daughter of the American Ambassador to the Court of St. James; Mr. and Mrs. Charles M. Bidd, Jr.; Mr. William Hamilton Russell, who brought home the body of her husband; Col. and Mrs. Robert M. Thompson, Mrs. Burton Harrison, Ralph S. Jackson, Col. E. W. Jones, U. S. A.; Mr. and Mrs. G. D. Barron, Henry D. Cooper, Charles E. Fairfax, Allen R. Hawley, Mr. and Mrs. Charles H. Session, Mr. and Mrs. Waldron Williams, Dr. and Mrs. E. C. Street, Dr. and Mrs. George W. Riley, Mr. and Mrs. Frank P. Mitchell, William G. Cheney, Prof. John D. Prince and Mr. and Mrs. Henlings Lippincott.

Miss Gould has been abroad fourteen months. She said she had had a good time and was going to her summer home on the Hudson. Clyde Fitch said he never had so successful a summer in automobile, having failed to kill a single owl or to have a good time in the trunk mystery.

His play "Truth" had scored—he insisted on the use of the word—an "immense success" in London, and next fall winter was going to be produced in New York in most of the languages of Europe, including those spoken in Austria, Holland, Norway, Sweden, Germany and France. That was a record, and he might even behead of the record. He has written a new play, "Bluff," for Charles Frohman, treating of New York life, but not society. He has also adapted a play from the French called "Toodles," in which Joseph A. Coyne will appear here.

Dr. Riley, who is the treasurer of the New York State Osteopathic Society, was surprised to receive a wireless message when the Adriatic was within three hours of Sandy Hook from Dr. Charles F. Bandel, who was on the society's steamer. Dr. Bandel, who was on the Hamburg-American liner Kaiserin Augusta Victoria. The message said that Dr. Riley would find his wife and children in the hands of a receiver. He found that this was a hoax and he was even told that he might move into his office. He and Dr. Bandel had in vacation arrangement by which each in vacation would take care of the other's patients.

The Adriatic brought 871 first and second cabin passengers. At the concert on Tuesday night, over \$5,000 was collected for English and American seamen charities. Miss Gould was one of the most liberal contributors.

Pierpont Hotel Guests Notified to Leave.

Deputy Sheriff Cruise has received word of receiving one for \$5,000 and the other for \$1,500, in favor of John Wasmaker against the Pierpont Hotel Company and the receiver, Gilbert H. Montague, at 43 at West Thirty-second street, for the use of the hotel.

Guests of the hotel were notified to leave, as the receiver will not continue the business. The receiver will defend the receiver's suits.

GOV. HUGHES BACK IN ALBANY.

Feels So Well After Brief Vacation He Returns Two Days Early.

ALBANY, Aug. 8.—Gov. Hughes returned to Albany late to-night after spending the past twelve days at the Adirondack State Fair, Hatchery. The Governor was expected to remain until the first of next week, but he telephoned to Robert H. Fuller, his secretary, yesterday that he was feeling so well that he thought he would cut his trip short by two days.

OBITUARY.

Frederick L. Beatty, of 292 West 101st street died on Tuesday at Saratoga Springs of heart disease. He had been ailing for some time, but left New York two weeks ago, feeling much improved. Mr. Beatty was close to 70 years old, but never told any one his exact age, even his wife. He had been associated with the James H. Dunham Co., dry goods merchants, 340 Broadway, for many years. Mr. Beatty married Miss Lucy Burt of Troy, N. Y., in 1877. There were four children, Frederick L. Beatty, Jr., and Charles H. Beatty.

Allen Cooper Washington died yesterday of heart disease at his home, 101 West 101st street, Brooklyn, in his seventy-seventh year. He had put up scores of houses for the last three years and was well known in the building trade as "Honest John." He was one of the organizers of St. Francis Xavier's Catholic parish. He leaves a widow, three sons, a daughter and eleven grandchildren.

Edward H. Brinkerhoff, who was connected with the Mechanics' National Bank of Manhattan, died on Wednesday at his home, 139 Palisade street, Brooklyn, in his ninety-first year. He served in Hawkins's Zouaves during the civil war and was a member of the Association of Exempt Prisoners of New York City. He leaves a widow, two sons and a daughter.

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The Sale of 2 and 3 Piece Suits for Men, at \$17

Formerly \$22, \$25, \$28 and \$30

With two important facts to be borne in mind—that these are Saks suits and that every garment was created for this season's service, your strongest interest should be enlisted. Notwithstanding that but a day and a half remains of this unusual opportunity, the assortment is still so attractive as to deserve your attention.

Two Piece Suits in tropical weight worsteds, white or fancy flannels or crasses.

Three Piece Suits in black or blue unfinished worsteds, smooth worsteds, velour finished cassimeres, flannels or crasses.

Sale of 50c and 65c Hosiery for Men, at 35c

Plain or fancy embroidered lisle Half Hose—reinforced soles, heels, and toes; also plain gauze lisle Half Hose, in the following shades: cadet, tan, black, sky, helio, wine, emerald, champagne, or navy—and invisible vertical stripes or plaids.

Sale of 75c and \$1 Neckwear for Men, 35c Three for \$1.

Finest quality silks in narrow French four-in-hands, light or dark effects.

Saks & Company

Herald Square

Announce the readiness of their exhibit of

The New Early Fall Stetson Soft Hats for Men, \$3.50 & \$5

This news should fall on welcome ears—those of you who have wearied of the ephemeral straw and its sunburned dinginess. These hats need no flattery of words—you know them. All the new shadings.

"SIR VERE AND LADY" GOULD.

Couple Held for the Monte Carlo Trunk Murder Once Lived in Montreal.

MONTREAL, Aug. 8.—"Sir Vere and Lady" Gould, who are under arrest at Marseilles in connection with the trunk mystery, came to Montreal from England about ten years ago. Madame Gould started a dressmaking business, her husband assisting with the bookkeeping. She proved herself to be clever at the work, and in a short time had built up one of the best dressmaking businesses in the city, her clientele including the most fashionable people in Montreal.

Vere Gould entered into partnership in a downtown millinery business, though his name never figured in the firm. Mme. Gould prospered greatly in her business. In fact, she amassed a fortune, and in 1904 she gave up the business and left with her husband for Europe.

Mme. Gould was handsome, of a distinguished bearing, with a natural aptitude for business. Both she and her husband were well liked in this city. Their names came prominently before the public here on several occasions, once when they had some trouble with the customs authorities, and on another occasion when it was supposed that the fourth Baronet Sir James Stephen Gould had died and that Vere Gould, his brother, had succeeded to the title. This was in 1902.

Sir James Gould was supposed to have died in Australia, but there was much mystery about the alleged death. From that time on the couple were known as Sir Vere and Lady Gould, and as the press despatches they give them that name it would seem that they continued to use the title.